

NRO REVIEW COMPLETED

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Copy 10 of 10
22 January 1969

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MEMORANDUM FOR: Comptroller, Office of Special Activities

SUBJECT: OSA Program Hearing, FY 71-75 Program

REFERENCE: Memorandum from BFD/Compt/OSA dated
17 January 1969; Same Subject []

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1. The following paragraph is identified in referenced memorandum for submission of comments by this Materiel Office:

"7. What other issues or assumptions should we make in regard to OXCART? What responsibilities can OSA have for the OXCART stored aircraft? Who should contract for inspection or other activities in regard to maintenance of the stored aircraft? What possibility would there be for removing OXCART from storage?"

2. Each question, as posed in the above paragraph, is heavy with side implications. Also, it should be recognized that these Materiel Office comments may overlap into areas of policy, such as are normally generated at higher levels of authority and among other Staff agencies:

a. "What other issues or assumptions should we make in regard to OXCART?"

b. In view of previous DDS&T comments, the prime assumption to be made is that, if OXCART is reactivated, it will be conducted as an Agency program similar to the manner in which it was operated earlier. However, this assumption must be in recognition that it is contrary to (1) concepts that the SR-71 would perform the OXCART reconnaissance functions, (2) SR-71 losses would be replaced from the stored OXCART fleet, and (3) that

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the latest intelligence community requirements can still be satisfied through the capabilities of what has, up-to-now, been a dormant reconnaissance system.

a. "What responsibilities can OSA have for the OXCART stored aircraft?"

b. D/NRO spelled out the responsibilities for these stored assets by charging AFIGO-S with executive management

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OSA has maintained an "over-the-shoulder" awareness of actions affecting these assets, although Contracts Division has played an energetic role in the administration of contracts for this program.

a. "Who should contract for inspection or other activities in regard to maintenance of the stored aircraft?"

b. As noted above, this is being performed by CMD/Compt/OSA and the mechanics of the system have been in existence from the beginning of SCOPE COTTON. A more timely subject would be to determine whether D/NRO has established funds for upkeep of these assets in FY-70.

a. "What possibility would there be for removing OXCART aircraft from storage?"

b. The possibility is not known to this office. However, the feasibility becomes more remote with the passage of time. Inspections are being conducted periodically on the stored airframes and engines. These inspections were not established to be in-depth, i.e., tear down and inspection of systems and replacement of all components and hardware. AFIGO-S has considered the idea of Lockheed performing selective, in-depth inspection of an airframe and, as such, obtain a better idea of the operational potential. Lockheed quoted [redacted] and four months to perform this service. Funds unavailability has delayed this inspection.

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Deputy for Materiel, OSA

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